

GUIDELINES FOR INSTALLATION OF SPEED LUMPS

The installation of speed lumps ("lumps") on streets within the jurisdiction of the City of Hayward is to be considered only if found warranted by the Department of Public Works – Engineering & Transportation. The following criteria shall be considered to determine whether or not to install lumps along a given street segment:

STREET GEOMETRY AND PHYSICAL CHARACTERISTICS:

- Street must be a residential street.
- Speed limit on the street does not exceed 25 miles per hour.
- By means of a speed radar survey, it is found that 15% of the traffic travels at 32 mph or greater.
- Street must be a through-street (no cul-de-sacs or alleys), must have a paved width of no more than 48 feet and must be bounded by standard curb and gutter.
- Street must contain no more than one travel lane in each direction.
- Average daily traffic volume for both directions must range from 500 to 4,000 vehicles per day on average weekdays.
- Street must not be in an industrial area nor be along established truck routes, or an established and/or preferred emergency vehicle route. Street grade is less than 5%.
- The centerline radius is greater than 300 feet.
- Street should be a through-street (no cul-de-sacs), with a minimum length of 750 feet.
- The speed survey requirement is waived for requests fronting schools.
- The number of speed lumps installed in any one year is constrained by the available budget. It should be noted that the installation of speed lumps on a given street may take an upwards of one year from the date of the original request.
- The Director of Public Works – Engineering & Transportation shall have discretion in determining whether the installation of speed lumps on a given street meets the goals of the program.

SPEED LUMP PLACEMENT:

- Lumps should be at least 175 to 250 feet apart.
- Lumps should be placed at least 175 to 250 feet away from nearest intersection, stop sign, or traffic signal.
- Lumps will not be placed over manholes, drainage structures, water meters, or other utility access points, and will only be placed at locations that do not create adverse impact on drainage patterns.
- Whenever possible, lumps should be placed near existing street lighting.
- Whenever possible, lumps should be placed no closer than 10 feet to the nearest driveway and/or 25 feet to the nearest fire hydrant.
- Installation of speed lumps is always done in a series of two or more. Allow for at least two speed lumps on each block. This criteria may be met by considering the proximity of lumps on an adjacent block.

SPEED LUMP PLACEMENT *(continued)*:

- Place the lumps so they are clearly visible for at least 200 – 250 feet from each approach.
- Wherever possible position lumps on property lines and avoid placing lumps directly in front of residences

PETITION:

- A petition supplied by the Department of Public Works – Engineering and Transportation shall be submitted containing the signatures of two-thirds of the property owners along the affected street segment, and each of the property owners immediately adjacent to each proposed lump location. Only one signature per address will be accepted. **DO NOT SUBMIT A PETITION UNTIL YOU RECEIVE THE PROPER FORM AND THE MAP FROM THE CITY.**
- A separate petition must be received for each street or street segment.

SPEED LUMP REMOVAL:

- Lumps may not be considered for removal within the first two years of installation.
- In order to be considered for removal, a petition containing the signatures of two-thirds of the property owners along the street or street segment must be submitted to the Transportation Section. Only one signature per address will be accepted.
- The costs for removal of the lumps shall be borne by those parties signing the petition for removal. Actual removal of existing lumps will not take place until an amount equal to the estimated cost for removal is received by the City from those signing the petition.

PRIORITY LIST:

- After receipt of a completed petition, each request for lumps will be analyzed, as staff time permits, and placed on a priority list. Installation of lumps is prioritized by the date of receipt of a completed and compliant petition. Full funding from a non-city source (i.e., petitioners, developer, etc.) precludes the location's inclusion on the priority list and may expedite installation.
- The number of speed lumps installed in any given year will depend upon available funding.

FLEXIBLE CRITERIA:

Per Council adopted guidelines, a limited number of the regular criteria have the flexibility to be lowered (examples: street slope/grade, centerline radius, uninterrupted street length and critical speed).

The flexible criteria are more lenient than the regular criteria; therefore, its application is restricted. Flexible criteria are applied only in those cases where all other regular criteria are met and its application is limited to only one reduced requirement per location. One of the following reduced requirements can be considered under flexible criteria:

- Street grade is less than 6%.
- The centerline radius is greater than 275 feet.
- Street should be a through-street (no cul-de-sacs) with a minimum length of 575 feet.
- By means of a speed radar survey, it is found that 15% of the traffic travels at 29 mph or greater.